

# Nationalists In Italy Renew Fight on Reds

## Indifference of the Public to Growth of Radicalism Blamed for Conditions Now Paralyzing Trade

### Wilson Held at Fault

ROME, Oct. 27.—The Nationalist party, which since the death of its founder, Domenico, last year, has lost its old power as an enemy to socialism, is now reorganizing and will join forces with the Fascists, a patriotic liberal union consisting for the most part of Deputies and Senators, with their followers.

Their efforts will be entirely used to rouse public opinion against the anarchistic branch of the Socialist party. It is the indifference of the public which allows the Red element to increase its power every day, thereby causing an abnormal situation which now seems to be paralyzing the trade and commerce of northern Italy.

The man in the street, unless he is a factory worker, is not concerned with anything out of the ordinary. That the real danger is that the Reds will one day gain complete power is a statement that a person could make. What worries him is the high cost of food, but he does not imagine that the strikers' disturbances in the north of Italy have anything to do with it.

### Wilson Held an Enemy

The average Italian, a man who works during the day and spends his evenings with his friends in a cafe or a wine shop, hardly ever reads the newspapers now, as they cost 4 cents. He generally gets his news from friends, who are united in the one idea that the whole cause of the present unsettled condition of trade and commerce is the result of Woodrow Wilson's hatred of Italy.

Ask any Italian, no matter what his profession or trade, what has caused this abnormal condition among the workers, and he will invariably reply: "President Wilson is to blame, as he prevented the Adriatic question from being solved."

Italians consider that one man alone is their enemy, and they have not changed this opinion during the last year. To them the Adriatic question is like a cancer which is eating into the vitals of the country. A diplomatic assertion that Wilson allowed Italy to come into her just dues, the government would have been able to govern the country, as there would have been no dissent for the Socialists to work on.

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Socialist propaganda was unsuccessful during the war when patriotism was high. After the war, when returned soldiers expected so much and were treated so equally as in Italy, the Socialist propaganda fell on ready soil.

When the leaders spoke of big pay for the sweat of their brow, big wages were paid and the number of hours were considerably lessened. There was more time to spend in the wine shops, where the Socialist propaganda with plenty of Russian money paid for a great deal of the wine.

It was easy for them to preach the good of the middle class, the mercantile marine, so with a...

# Airships 800 Feet Long Planned For Regular Trans-Atlantic Line

## Long-Distance Craft of Future May Be a Plane, but Experts at London Conference Predict Lighter-Than-Air Type of Machine Finally Will Prevail

LONDON, Oct. 27.—In awarding prizes recently for new types of airplanes built by British manufacturers, the government took occasion to deplore what it viewed as a retrogression in the field of aerial research. Manufacturers of aircraft, in answering the criticism, replied that one could not hope, in times of peace, for as rapid developments as were possible when the exigencies of war made expense and human life comparatively of little importance.

Nevertheless, some bold predictions have been made at the air conference which met at the Guildhall. There were, of course, speeches which embodied the dreams of every reader of Jules Verne or H. G. Wells, and there were graphic pictures of the great air liners of the future. But there also were sober talks by distinguished scientists, who paid more attention to such practical details as wing tips and automatic controls than to visions.

The air liner is on the way, there is no doubt about that, but it is going to increase its power every day, thereby causing an abnormal situation which now seems to be paralyzing the trade and commerce of northern Italy.

# Craft Eight Hundred Feet Long

The long distance airship of the future may be an airplane, but it is more likely that the lighter than air type will prevail.

What are the requirements for a craft capable of carrying out a sustained flight, say, from England to Australia?

According to the experts at the Guildhall, each craft would be about 800 feet long, with a gas capacity of at least 4,000,000 cubic feet. The "R" airship, already constructed in England, holds more than 3,000,000 cubic feet, so that this seems by no means an impossible provision. An average speed of sixty miles an hour would be required, something already achieved. It is estimated that a dirigible constructed on this basis would carry 100 passengers, for whom comfortable, properly heated and well ventilated berths, dining and sleeping quarters would be provided.

Inasmuch as the dirigible would fly in a direct line, it would be able to make the London-Cape Town journey in five days, whereas the ocean trip now requires eighteen days. India might be reached in four days, as against sixteen at present.

Even though passenger-carrying airships might not prove practicable, it seems probable that before long made for the fringes of the British Empire may be carried by the air route. It is calculated that the whole weekly mail from Britain to Egypt, South Africa, India, Australia and New Zealand could be transported in one dirigible for each route. Sir Trevor Dawson, vice-chairman of Vickers, Limited, the great aeronautic firm, is authority for the statement that the fire danger for a dirigible is really no greater than that on any ocean liner.

One of the great drawbacks to the use of dirigibles is the difficulty of loading them in storms, may be avoided by mooring them to great masts and allowing them to float at the end of their cables. It is said that a steel trade, felt the bad effects of labor troubles, and is having to wait for the many new boats now under construction, consequently delaying its dream of capturing trade in the East on account of the obstructionist policy of labor leaders.

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# London Women Smoking Pipes Set With Jewels

## Habit Is on the Increase, Say Proprietors of Fashionable Cigar Shops

LONDON, Oct. 31.—Pipe smoking seems to be on the increase among London women, and fashionable cigar stores display dainty small briars, some set with precious stones. It is said there is a growing demand for these.

At one West London theater where smoking is permitted two smartly dressed women were seen the other evening in a box puffing at their jeweled pipes, and soon an old Irish woman in the gallery followed suit.

Hers was a clay "cutty."

In a first-class room and car between Hordsham and London a quarrel arose the other day between a number of non-smoking women and another woman who refused to put out her cigarette at her sister travelers' request. It ended in one of the anti-smokers seizing the offending cigarette, gold-mounted, tortoiseshell holder and all, and flinging it out of the window.

"Two guineas costs will meet the case," said the magistrate.

# Aid Sought for Prisoners

MONTEVIDEO, Oct. 6.—Robert E. Jeffery, the American Minister here, is negotiating with the Uruguayan Foreign Office for a reciprocal convention for humanitarian services to be given to persons leaving jail in both countries after completing their terms of imprisonment, in accordance with a project formulated by the National Prisoners Committee of New York.

Under this convention the Uruguayan authorities would communicate to the United States immigration service the names of all American citizens, and the prisoners committee of New York would procure their repatriation and obtain work for them so they can be reformed.

When a Uruguayan citizen left a United States prison, a similar notice would be addressed to the Patronato de Delinquentes del Uruguay, so that that institution might take measures for his repatriation and procure him an honest way of making his living.

# U. S. to Observe "School Week," December 5 to 11

## Governors Requested to Co-operate With Boards of Education in Program

WASHINGTON, Nov. 6.—"School week" will be observed over the country December 5 to 11. Commissioner of Education Chaffin has requested the governors and chief school officers of the states to take such action as may be necessary to cause the people to use this week in such way as will most effectively disseminate information in regard to the conditions and needs of the schools.

Chambers of commerce, boards of trade, women's clubs, rotary clubs, patriotic and civic societies are requested to devote one meeting to a discussion of the needs of education in their states. The ministers also are asked to devote one of their church services on Sunday, December 6, for emphasizing the importance of education.

Friday afternoon and evening of each week has been designated as the date on which community meetings in the interests of education should be held in all schools, churches, city and country, for the purpose of discussing the needs of the schools, the means of meeting these needs and remedying conditions.

# "Continuous Brake" Urged

PARIS, Oct. 19.—Need for hastening adoption of the "continuous brake" of freight cars, M. Le Troquer, Minister of Public Works, says, is made apparent by the wrecking of an express train outside Paris a few days ago. Nearly fifty persons were killed and scores injured.

Such brakes are provided for in the economic section of the peace treaties, but their adoption depends upon agreement among European countries.

The "continuous brake" is designed to operate automatically upon cars that may break loose from a train. The recent accident was caused by several loose cars becoming derailed when they rolled down grade to the forward part of the freight train, waiting for them. The loose cars fell across the track of the express that arrived half a minute later.



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